Secret

# NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



25 <b>X</b> ′
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basic imagery interpretation report

# **CANDID-Associated Production** Facilities (S)



STRATEGIC WEAPONS INDUSTRIAL FACILITIES BE: Various USSR

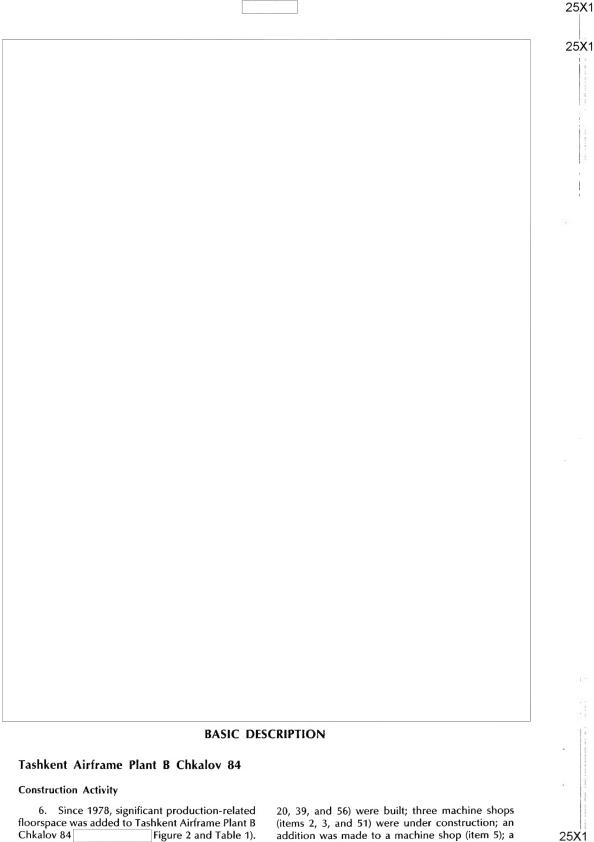
# **Secret**

Z-15005/85 RCA-9/0003/85 MARCH 1985 Copy 4 1



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INSTALLATION OR A	OTIVITY NAME						
CANDID-Associ		tion Facilities				COUNTRY	
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ashkent Airframe Chkalov 84	Plant A	41-19-45N 069-16-09E					25X
Tashkent Airframe	Plant B	41-17-58N					
Chkalov 84	DI.	069-19-02E					
ergana Airframe	riant	40-22-40N 071-45-30E					
ashkent Airfield		41-18-44N					
		069-23-25E					
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			<b>ABSTRACT</b>	Tar.			
4 TL:							
1. This repo	ort describes	aircraft produc	tion and plan	t construction	observed at fo	ur facilities in the	
JSSR associated	primarily w	ith CANDID (II	l-76) product	ion: Tashkent	Airframe Plan	it A Chkalov 84,	
asinem Annam	ie riaili b C	JIKAIOV 04, FEF					
liscussion of CA	NDID produ	ction export	gana Annam	e Plant, and T	ashkent Airfie	ld. Included is a	
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6. Since 1978, significant production-related floorspace was added to Tashkent Airframe Plant B Chkalov 84 Figure 2 and Table 1). Two additions totalling 83,983 square meters of floorspace (items 17a and b) were added to the final assembly building, and a new 19,830-squaremeter subassembly building (item 4) was constructed. In addition, three machine shops (items

20, 39, and 56) were built; three machine shops (items 2, 3, and 51) were under construction; an addition was made to a machine shop (item 5); a new powerplant (item 60) with three petroleum, oils, and lubricants (POL) tanks (item 61) was constructed, and five cooling towers (items 1, 19, 21, 43, and 55) were added to the facility. One cooling tower (item 1) was still under construction. (S/WN)

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Table 1. Construction at Tashkent Airframe Plant B Chkalov 84 Since 1978 (Items keyed to Figure 2)

tem 1	Description		(m)				
1		L	W	н	Floorspace (sq m)	Observed Complete	Remarks
	Cooling tower						Ucon
2	Machine shop						Ucon
3	Machine shop						
a	Section						Ucon
ь	Section						Ucon
c	Section						Ugon
4	Subassembly bidg						
5	Addition						To machine shor
6	Greenhouse						
7	Stor bldg						Quonset hut
8	Stor bldg						Quonset but
9	Stor bldg						Quonset hut
10	Stor bldg						Quenset but
11	Stor bldg						Quonset but
12	Engr bldg						
a	Spt section						2 floors
	Engr section						4 floors
c	Corridor						
d	Corridor						
13	Veh stor bldg						
14	POL facility						Underground
15	Pumo house						
	Subsection						
b	Subsection						
16	Spt bidg						
23	Subsection						
b	Subsection						
c	Subsection						
d	Subsection						
	Final assembly bldg						
	Addition						
	Addition						
	Prob engr addition						To machine shor
	Cooling tower						American Deck.
							3 fans

Hem	Description	L	imensions (m) W	н	Floorspace (sq m)	First Observed Complete	Remarks
20	Machine shop						
8	Subsection						
ь	Subsection						
21	Cooling tower						
22	Transship bldg						
23	Transship bldg						
24	Excavation						Ucon
25 28	Spt bldg						
	Spt bldg						
8 b	Subsection						
27	Excavation						Uone
28	Spt bldg						Ucon
29	Canteen						2 floors
29 30	Stor bldg						2 floors
31	Stor bldg						
32	Stor bldg						Uron
33	Stor bldg						OCOII
34	Stor bldg						
35	Stor bldg						
a							
	Covered						
36	Admin bidg						
37	Veh stor bldg						
38	Excevetion						Ucan
39	Machine shop						
	Subsection						
ь	Subsection						
40	Transship bldg						
41	Spt bldg						
42	Spt bidg						
43	Cooling tower						American Deck 2 fans
а	Section						2 10115
ь	Section						
		- 3 -					

Remarks	First Observed Complete	Floorspace (sq m)	н	imensions (m) W	L	Description	ltem
						Stor bldg	44
Quonset but						Stor bldg	45
Quonset but						Stor bidg	46
Quonset hut						Stor bldg	47
Ouonset hut						Stor bldg	48
Quonset hut						Stor bldg	49
Oupposet but						Stor bidg	50
						Machine shop	51
Ucon							á
Ucon						Subsection	ь
Ulcon							c
						Stor bldg	52
						Subsection	8
						Subsection	b
To spt bldg						Addition	53
. a syst energ						Spt bldg	54
American Deck						Cooling tower	55
D Jones						Machine shop	56
						Subsection	8
						Subsection	
						Stor bldg	87
						POL tanks (2)	58
						Spt bldg	59
						Powerplant	60
						Hall	a
						Turbines	
						POL tanks (3)	81
						Spt bldg	62
						Spt bldg addition	63

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25X1 25X1

25X11

Bort No. 1978	197	9	4	1980		1	981			19	82			19	83			198	14
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7. Administra	tion/enginee	ering	cons	truc	tion	Г	_												
2), a probable eng achine shop, exca eering buildings (it	ineering add vations for t ems 24 and	lition wo po 27) at	(item robat the s	18) i le ei outh	to a ngi- ern														
nd of the large s Iministration build	subassembly	build	ling	and	20														

end of the large subassembly building, and an administration building item 36) in a new support area at the eastern end of the plant. (S/WN)

8. Additional construction at the plant included two large POL tanks (item 58), an underground POL facility with an associated pump house (items 14 and 15), a greenhouse (item 6), three transshipment buildings (items 12, 23 and 40), two vehicle storage buildings (items 13 and 40), two vehicle storage buildings (items 13 and 27), a carnete (item 29), 20 storage buildings (items 16, 25, 26, 28, 41, 42, 34, 39, 62, and 63). (S/WN)

9. Most of the production-related construction at the eastern end of the plant is associated with the production of aircraft components for 'Project-400."

13. The major external differences between the CANDID A and B are in the aircraft's empenage (Figure 3). CANDID A ircraft are primarily for civilian use and have a topered tail cone, while the CANDID B aircraft are primarily for military use and have a gun and gunner's compartment in the air. In addition, all CANDID B sproduced since 1980, unless intended for a special purpose, have a raised dielectric panel on the right dorsal fuselage just aft of the wing box.

10. A total of 164,526 square meters of floor-space was added to the plant since 1978; 125,478 square meters for production, checkout, mainte-nance, and repair of aircraft; 7,216 square meters for administration/engineering; and 31,832 square meters for support. (S/WN)

## Production Activity

Production Activity

11. During this reporting period. Tashkent Alframe Plant B Chkalov 84 (Plant B-44) was involved in the production of both CANDID A and B aircraft, Poduction of the CANDID A and B aircraft, Special-purpose CANDID interaft, special-purpose CANDID interaft, and CONDID & A components. The plant also was involved in the production of CANDID aircraft repair. Between COCK and CANDID aircraft repair. Between COCK and CANDID aircraft repair. Between Sequence of both on tumbers seen, approximately 30 CANDID As and 200 CANDID 8 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and an additional 47 were produced for solvet use, and a additional 47 were produced for solvet use. A solvet use the solvet use the solvet use and the solvet use and the solvet use of the solvet u

12. Soviet CANDID Production. CANDID aircraft production continued at Plant B-84 during this period.

14. Export CANDID Production. CANDID aircraft were first produced for export in July 1978, when a CANDID B with civilian Iraqi markings was observed at the flyaway field. Since then, additional CANDID Bs, with both civilian and military markings, have been exported to Iraq. (in teal gun are removed when in chilian use.) 8oth CANDID A

and CANDID B aircraft with military and civilian paint schemes have been exported to Libya (first seen in March 1979) and to Syria (first seen in December 1979). Only one CANDID, a probable to Coba (first an paint scheme has been exported to Coba (first an paint scheme has been exported to Coba (first an paint scheme).

Soviet

Light-colored fuselage, slightly darker wings, CCCP (the Cyrillic letters for USSR) on left wing, bort number on right wing, Soviet flag on vertical stabilizer;

25X1

25X1

25X1

25X1

25X1 25X1

Syrian Civilian

Light-colored fuselage, slightly darker wings, no markings on wings, dark-colored vertical stabilizer and stabilizer pod;

Syrian Military

Light-colored fuselage, slightly darker wings, no markings on wings, light-colored vertical stabilizer and stabilizer pod, Syrian flag on vertical stabilizer, sides of aircraft primarily dark colored;

Iraqi Military

Light-colored fuselage, slightly darker wings, light-colored vertical stabilizer and stabilizer pod, Iraqi flag on vertical stabilizer, sides of aircraft primarily light

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,	Iraqi Civilian	Dark-colored nose and tail, light-colored fuselage, slightly darker wings, no markings on wings, light- colored stabilizer pod;	25X1
	Libyan Civilian	Light-colored fuselage and wings, no markings on left wing, light-colored vertical stabilizer;	25X1 25X1
	Libyan Military	Light-colored fuselage, slightly darker wings, no markings on left wing, dark-colored vertical stabilizer; and	25X1 25X1 25X1
	Cuban Civilian	Light-colored fuselage, slightly darker wings, Cubana on left wing, CU XXXXX on right wing, dark-colored vertical stabilizer. (S/WN)	
15. After these aircraft have been tested, they apparently are flown to Tashkent Airfield South Figure 1) where crews of the client nation probably take delivery of the aircraft and fly them to their home country. In addition, export aircraft have apparently been returned for repairs to Tashkent Airfield South and occasionally to Tashkent Airfield. (S/WN)	the base of the ve (Figure 4). (S/WN 18. Four M produced at Plant	age blisters, and an air scoop on ertical stabilizer have been added N AINSTAY A aircraft have been t B-84 since 1978. These are the , and seventh such aircraft pro-	25X1 25X1
16. Of the 47 CANDID aircraft produced for export during this reporting period, 18 were for Iraq (ten civilian and eight military); four were for Syria (two civilian and two military); 24 were for Libya (19 civilian and five military), and one was for Cuba (civilian). (S/WN)  17. MAINSTAY A Production. The MAINSTAY A is the Soviet airborne warning and control system (AWACS) aircraft that has been under development since the mid-1970s. The aircraft is a CANDID on which a strut-supported rotodome, a probable satellite communications antenna hous-			

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duced thus far. The first three MAINSTAY As were CANDID aircraft that were retrofitted at Taganrog Airframe Plant	the final assembly area of the plant indicated that it had been recently produced. This was the first CANDID tanker produced at the plant and the second in the Soviet inventory. This aircraft subsequently deployed to Ramenskoye FTC where the CANDID tanker prototype is permanently deployed. A second CANDID tanker (the third in the Soviet inventory) had been produced at Plant B-84 by and was complete when seen at the flyaway field. The third Tashkent-produced CANDID tanker (probable was at the plant on and the fourth and fifth Tashkent-produced CANDID tankers were at the airfield on respectively.  23. CONDOR-Related Activity. The Tashkent Aviation Production Association imeni Chkalov appears to have been involved in the production of CONDOR A components during the reporting period. The CONDOR A, first seen at Kiev Airframe Plant 473 is a large transport aircraft under development in the USSR. (S/WN)  24. A COCK aircraft, previously used by the Antonov OKB as a developmental aircraft, was
21. <b>CANDID Tanker Production.</b> CANDID anker aircraft (Figure 5) are characterized by a rectangular pedestal that supports a refueling pod on the port side of the fuselage below the horizonal stabilizer and a probable refueling pod under each wing, outboard of the engine. (S/WN)  22. A CANDID tanker was in the final assembly area of the plant on The and the presence of aircraft in	

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Table 2.
Observations of Modified COCK Aircraft at Tashkent Airfield, Kiev Airframe Plant 473, and Gostomel Airfield
March 1980-May 1984

At Tashkent On	At Kiev On	At Gostomel On	Remarks
			Third vertical stabilizer on COCK CONDOR wing panel loaded  CONDOR wing box loaded  CONDOR wing box loaded  CONDOR wing panel loaded with third vertical stabilizer attached CONDOR wing box loaded  With third vertical stabilizer attached CONDOR wing panel loaded  With third vertical stabilizer attached CONDOR wing panel loaded  ——————————————————————————————————
his table is classified SECI	RET/WNINTEL.		
nodified during 1981 a ONDOR wing-asso ashkent to Kiev Airfra embly plant for the C	ciated component ime Plant 473, the f	s from Gostome inal as- (S/WN)	Airfield, Kiev Airframe Plant 473, and I Airfield from March 1980 to May 1984

modified during 1981 and 1982 to transport large, CONDOR wing-associated components from Tashkent to Kiev Airframe Plant 473, the final assembly plant for the CONDOR A prototype. The modifications to the COCK aircraft include two raised hardpoints/blisters on top of the fuselage immediately aft of the wing box and a removable centerline-mounted third vertical stabilizer. A removable, dorsally mounted support structure has also been observed on this aircraft. The modified COCK aircraft had been observed transporting large CONDOR wing sections (Figure 6) and probable CONDOR wing boxes (Figure 7) during 1982 and 1983. When not in use, this aircraft is apparently based at Gostomel Airfield the flight test center for the Antonov OKB. (S/WN)

25. Table 2 is a chronology of observations involving the specially modified COCK aircraft at

26. Special-Purpose Aircraft. Several unique, special-purpose aircraft were modified at Plant B-84 during the reporting period. In mid-1979, a tail extension was added to CANDID and in mid-1980, a similar tail extension was added to CANDID In the spring of 1981, the tail extension was removed from CANDID was at Ramenskoye FTC and again had a tail extension, but the tail extension on CANDID had been removed. (S/WN)

27. Three other modified aircraft were observed during the reporting period. CANDID (Figure 9) was modified to serve as a test

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	difference between this aircraft and the MAIN-STAY A is that the modified CANDID has hard-points just aft of the wing area instead of a roto-dome and rotodome support. (S/WN)  Repair Activity  28. In addition to the production of aircraft,	
	Plant B-84 also was involved in the major overhaul and repair of COCK and CANDID aircraft during this reporting period. COCK aircraft were produced at the plant from 1962 to 1974. (S/WN)	
	29. COCK Repair. During this reporting period, at least 11 COCK aircraft (Figure 12) underwent major overhaul and repair. From March 1978 to November 1979, this activity was performed in both the repair area of the plant and in the plant-associated area of the airfield. Subsequently, the overhaul and repairs were done exclusively in the plant-associated area of the airfield. Aircraft that could be confirmed as undergoing overhaul/repair during this period are those with bort numbers	·
	one with no bort number; and one with a Soviet star on each wing. The latter aircraft was specially modified in this area in 1981 to serve as a CONDOR component carrier. (S/WN)  30. CANDID Repair. CANDID aircraft underwent major overhaul and repair at the plant throughout the reporting period. Usually, one to four CANDID aircraft and/or CANDID fuselages were in the repair area of the plant. The number of CANDID aircraft in the area increased when	
	COCK aircraft ceased to be repaired at the plant, in November 1979. Previously, two or less CANDID aircraft were usually seen.	
bed for a large, probable high-bypass-ratio turbo- fan engine in late 1981 or early 1982. CANDID  with a modified nose extension (Figure 10), was seen at the flyaway field from July 1981 to July 1982. In addition, a modified CANDID, similar in most respects to a MAINSTAY A, was at Tashkent Airfield on (Figure 11). The only		

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31. A highlight of CANDID repair activity was the identification of an Iraqi civilian CANDID in the repair area of the plant on This was the lirst observation of a non-Sowiet CANDID in the repair area. A Syrian military CANDID was later seen on [SyMN]

32. Tashkent Airframe Plant A Chkalov 84

Figure 13 and Table 3) is 3 nautical
miles (nm) northwest of Plant 8-84 and produces
aircraft components and small subassemblies that
are transported by truck to Plant 8-84 for final
assembly. (S/WYs)

33. A significant amount of engineering/administration floorspace was added to this facilities risce 1975. Included are two engineering/administration buildings (items 10 and 22) in the southeastern corner of the facility, an engineering addition to a shop building at the northern end of the

plant (item 6), and an engineering addition to two fabrication buildings at the western end of the plant (items 31 and 53), 67497.

An order of the control of the control

38, Fergana Airframe Planf Figure 14 and Table 4), is approximately 125 nm outheast of Taskhent and produces wing compo-nents for CANDID aircraft that are shipped by rail to Taskhent Airframe Plant B Chkalov 84 for final assembly, G/NN)

Table 3. Construction at Tashkent Airframe Plant A Chkalov 84 Since 1975 (Items keyed to Figure 13)

item	Description	L	Dimensions (m) W	н	Floorspace (sq m)	First Observed Complete	Remarks
1	Spt bldg						
a							
	Subsection						
2	Machine shop						
3	Stor bldg						
- 0	Subsection						
- b	Subsection						
4	Cooling tower						American
-							Deck,
							2 fans
5	Substation						a runs
6	Engr addition						To shop bldg
7	Stor bldg						To onep bag
8							
	Stor bldg						
9	Stor bldg						
10	Engr/admin bldg						6 floors
a	Subsection						6 floors
ь	Subsection						o moors
11	Spt bldg						
12	Spt bldg addition						
13	Spt bldg						
14	Prob subassembly						
	bidg						
15	Spt bldg						
16	Stor bldg						
17	Stor bldg						
18	Smokestack						
19	Smokestack						
20	POL tanks (2)						
21	Prob powerplant						Refurbished
	Generator hall						
	Spt section						
	Engr section						3 floors
22	Engr/admin bldg						
	Subsection						6 floors
	Subsection						7 floors
	Subsection						2 floors
23	Prob subassambly						
43	bldg						
24	Bazed area						546 sq m;
24	HUEGU GIEG						part of
							machine shop
25	Spt bldg						
26	Spt bldg						
27	Spt bldg						Rerooting
28	Machine shop						nerouring
29	Spt bldg						
30	Spt bldg						T. Ch. bills
31	Engr addition						To fab bldg
32	Engr addition						To fab bldg
33	Spt addition						
34	Spt addition						
35	Stor bldg						
	orspace added: orspace razed:						
otal pla	ant floorspace.						

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Table 4.
Construction at Fergana Airframe Plant Since 1974 (Items keyed to Figure 14)

This table is classified SECRET/WINITEL.

item	Description	ı	(m) W	н	Floorspace (sq m)	First Observed Complete	Remarks
1	Greenhouse						
2	Stor bldg						Quonset nut
3							Guonset nut
	Stor bldg						
4	Stor bldg						Quonset hut
5	Stor bldg						Quonset nut
6	Stor bldg						
7	Cooling tower						American Deck,
8	Spt addition						3 fans
9	Spt addition						
10	Addit on						To machine
10	Addit on						shop
							snop
11	POL tanks (2)						
12	Addition						To machine
							shop
13	Addition						To powerplan
	Subsection						
ь	Subsection						
14	Addition						To machine
							shop
15	Engr addition						To assembly
							bldg
16	Subassembly bldg						
17	Engr addition						1 floor, added assembly ble
18	Ven stor/maint bldg						
a	Subsection						
b	Subsection						
19	Ven stor/maint bldg						
20	Stor bldg						
21	Ven stor/maint bldg						
22	Stor bldg						
23	Stor bldg						Quonset but
24	Stor bldg						Quonset hut
25	Stor bldg						Quonset hut
26	Spt bldg						Canoniser nut
27							
	Stor bldg						Ucon
28	Water treatment fac						
	Subsection						
b	Subsection						
	Subsection						
29	Stor tanks (3)						
30	Stor bldg						
31	Spt bldq						
32	Spt structure						
33	Spt bldg						
34	Spt bldg						
35	Addition						To final as-
30	Addition						sembly
							blda
20	Constitution to do						nag
36	Engr/admin b dg						
	Engineering						3 floors
	Subsection						3 floors
	Subsection						3 floors
37	Engr/admin b dg						
a	Corridor						3 floors
Ь	Admin/engr						3 floors

Construction Activity

39. During the reporting period, since 1974, construction of a subassembly building (item 15), two POL tasks (item 11), a cool-standard construction of a subassembly building (item 16), was made to the primary assembly building (item 16), so the primary assembly building (item 16), item 16), item 16), item 17), item 18), item 18),

Production Activity

4.3. Fegana Arizana: Plant currently is involved in the production of CANDID aircraft components. These components are taken to a nearby
transshipment point, where they are loaded onto
railcars and sent to Tashkent Arizana Plant als
Chikalov 84. This is evidenced by CANDID-associated crates (Figure 15) seen af Fegana Arizana
Plant, More transchipment point, and at Plant 84. In addition to the production of aircraft
components, Fregana Arizana Plant also supports
the repair of CUB aircraft at the adjacent airfield.4
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and four storage/support buildings; and a barracks area consisting of two administration buildings, eight barracks, an underground personnel shelter, and 13 support buildings; a small POL storage area; a helicopter parking area, and a small motor pool. (S/WN)

## **Construction Activity**

- 47. In the plant-associated area at the western end of Tashkent Airfield, two medium parking aprons and a multilevel work platform were constructed, and the large aircraft parking apron was expanded. In addition, a hardstand and an adjacent support building under construction are associated with the MAINSTAY A program. (S/WN)
- 48. At the eastern end of the airfield, one medium concrete parking apron with a blast deflector extending the length of the apron and a long aircraft parking apron addition were constructed. (S/WN)

## Aircraft Activity

49. **Plant-Associated Area.** The number of CANDID aircraft observed in the plant-associated area ranged from five to 15 during 1978 and 1979

to 11 to 22 during 1983 and 1984. Chart 2 depicts the significant increase in the presence of CAN-DIDs at Plant B-84 since February 1978, based on aircraft observations at the flyaway field. When image interpretability permitted, it could be determined that the CANDIDs present included those newly produced at Plant B-84, those recently returned for overhaul and repair, and those in transit. Throughout this reporting period, both COCK and CANDID aircraft were being overhauled and repaired in this area. (S/WN)

50. Operations Area. In addition to serving as the flyaway field for Plant B-84, this airfield also houses an operational transport unit that is probably subordinate to the military district headquarters. In mid-1980, CANDIDs were introduced into the unit, and the aircraft parking facilities were expanded to accommodate the increased size of the unit and to provide parking space for visiting aircraft. Usually, two to six CANDID aircraft, six to ten CUB aircraft, six to eight COKE/CURL aircraft (at least one or two are special-purpose CURLs), one to two special-purpose HOOK helicopters, and six to ten HIP helicopters were observed in the area during the latter part of this reporting period. In addition, COOT, CRUSTY, and CARELESS aircraft were frequently seen in this area. (S/WN)

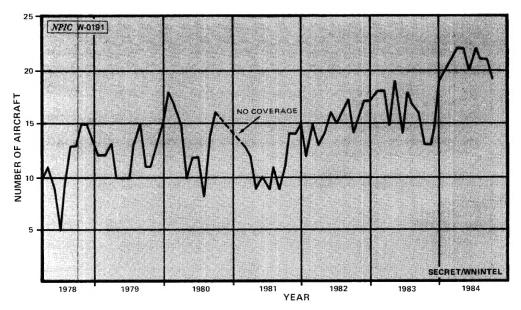


Chart 2. Numbers of CANDID Aircraft at Tashkent Airfield, March 1978-December 1984

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REFERENCES GERY	
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# RELATED DOCUMENTS

**IMAGERY** 

MAPS OR CHARTS

**DOCUMENTS** 

CENTED DOCOM	
NPIC.	RCA-09/0063/74, Fergana Airframe Plant (S), Jun 74 (TOP SECRET
NPIC.	RCA-09/0003/75, Tashkent Airframe Plant A Chkalov 84 (S), Aug 75 (TOP SECRET
NPIC.	RCA-09/0018/78, Tashkent Airframe Plant B Chkalov 84 (S), Jul 78 (TOP SECRET
Comments an Navy, Nuclear Div	d queries regarding this report are welcome. They may be directed to Soviet Air, ision, Imagery Exploitation Group, NPIC,

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